

World Rallying Championship

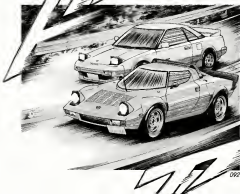
“Phantom Prototype WRC Machine”

AW11 Group “S” Car

The introduction of Group S, derived from Group B in the 1985 WRC season, was settled. However, with the fatal accident of a driver in 1986, the planned Group S was cancelled.

This car was what Toyota developed as the next generation Group B AW11, finished as a Group S machine, but it became a phantom...













COME ON!



COME ON,
STRATOS!



!!



NICE
GUTS,
SORA-
YAMA.

BUT
PUSHING
TOO HARD
WILL END
YOUR
LIFE!





IT SEEMS
THAT THE AMT'S
WEAK POINT
IS COMING
ONT!



JUST AS I
THOUGHT

THE AMT'S FRONT
RADIATOR ISN'T
EXPOSED TO ENOUGH
COLD AIR, SO THE
ENGINE MAY TENDS
TO KEEP THE "HEAT"!!

THE WEAK
POINT OF
THE AMT...
THAT'S "HEAT"!!





IF YOU COULD
PUSHING YOUR
CAR LIKE THAT

EVEN IF YOU
INCREASE
THE SIZE
OF THE
RADIATOR AND
STRENGTHEN
THE OIL COOLER

THE PROBLEM
WON'T BE
COMPLETELY
SOLVED

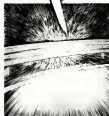


WHAT WILL
YOU DO NOW,
BORUMAMA?

THE AUTO'S
ENGINE WILL
BLOW AND
IT'LL BREAK
BEFORE
REACHING
THE GOAL







THE
POWER
PRODUCED
BY THE
ENGINE



IS
PROPOR-
TIONAL
TO ITS
HPW!





THEN SHUN
ACCEDED
MOVING FROM
5TH TO 2ND ONE
GEAR AT A TIME
BECAUSE
IT TENDS TO
MAKE THE
REVOLUTIONS
HIGHER...



THE
ENGINE
WAS AT
3000RPM!!



BUT MOVED
FROM 5TH TO
2ND GEAR ALL
AT ONCE USING
HEEL-AND-TOE
SHIFTING!!



PAST THE
APEX POINT*
...

*The apex or slipping point is the innermost point of the line taken through a curve

**HE WAS
AT FULL
ACCELE-
RATION
!!**



AND MAKING
USE OF THE
SUPERCHARGER
WHICH WORKS
AT LOW RVS
AS WELL!!

ON TOP OF THAT
THE STRATEGY HE
PICKED TO GAIN
THAT KIND OF
SPEED WAS USING
3RD WHEN 2ND IS
USUALLY
APPROPRIATE TO
KEEP THE
ENGINE'S RVS
LOW

YOU
CAN'T KEEP
THAT UP
TILL THE
END!!

HOW
RECKLESS!!

I'LL
REACH THE
GOAL NO
MATTER
WHAT!!

THAT'S
ABOUT ALL
I CAN DO!